

Healthy Streets

Promotion of healthier streets for residents has been developed, creating new opportunities for social and commercial interaction



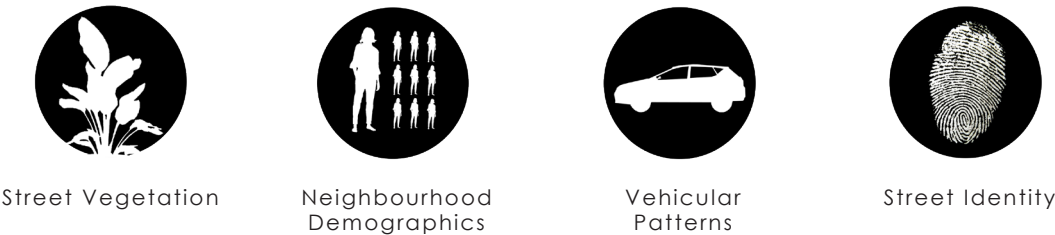
Abstract:

Built environment professionals and health practitioners have come to recognise the role urban design can play in increasing physical activity as a way of preventing chronic disease and enhancing health and well-being. While mega-city streets share commonalities, such as, noise, air pollution, and congestion, their street frameworks are not developed or smaller urban centres. In this project, the healthy street programme, established from London's inner city streets has been tested within Wellington. Seeking to understand how innovative pedestrian and cyclist-friendly streets can promote desirable public spaces.

Method:

Comparisons between four different Wellington streets have been compiled, placing an emphasis on street individuality and unique urban qualities. Participants have been selected at random, allowing for a broad range of demographics to take part in this study. Interviewers have been consistent across all sites and tightly replicated to allow for detailed comparisons. The Survey questionnaire have asks people walking and dwelling on a street about their experiences and expectations of street life.

Street Themes



WELLINGTON STREET ARCHETYPES

PEDESTRIAN FRIENDLY
Providing access and comfort for all demographics, through wide paving, relaxed streetscape, user friendliness and community development

CYCLIST FRIENDLY
Clear street structures that provide room and safety for cyclist, promoting a cleaner transport option within an urban centre

VIALE TRANSPORT
Development of public transport options for all members of the community, connecting all of Wellington's suburbs the C.B.D.

MAIN ROAD
Described as a thoroughfare or main destination road. A main road allows suburbs to connect together, through a constant movement flow (vehicle or pedestrian base).

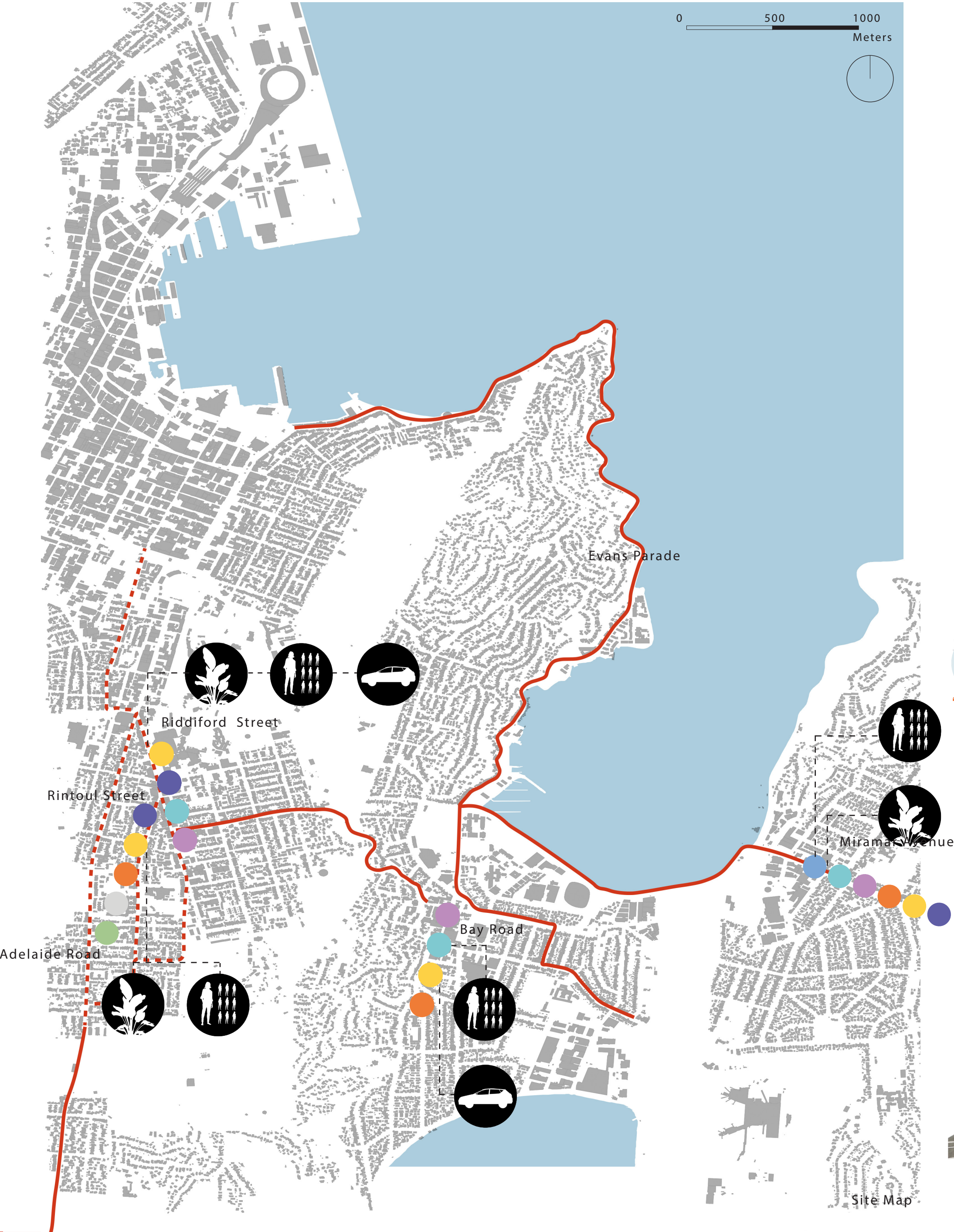
MIXED USE
Combination of residential and commercial buildings within a single street, promoting viable usable and flexible options for pedestrians

RESIDENTIAL
Heavily dominated by residential housing, creating a quieter street for people to use throughout the day.

COMMERCIAL
Dominated by commercial buildings, ranging from restaurants, cafés, retail and home stores. Usually associated with a destination street.

BUSY STREET
In constant use, a busy street should be used by all members of the public. Creating a healthy, safe street for Cyclists and Pedestrians and motor vehicles

QUIET STREET
1. Slow traffic flow on the street, indicating minimal car movement and pedestrian use.
2. Slow zone, forcing cars to reduce in speed. This can create a comfortable setting for pedestrians and cyclists, away from heavy vehicular noises.



Bus
Noise and Air Pollution

“BUSY”
“CAR DOMINANT”
“MAIN ROAD”

Riddiford Street

“Diverse”
“Vibrant Residential street”
“COMMUNITY COLOURFUL”

Rintoul Street

“POLLUTION”
“Facility”
“NEGLECTED”

Bay Road

“LIVELY SAFE”
“Car Dominated”
“Freindly environment”
“Pedestrian Friendly”
“ROAD HEAVY”

Miramar Ave

“BORING”
“CAFE”
“CAFE”
“Thoroughfare”

Adelaide Road